

CHAPTER 203

EXPORT CARGO SHIPMENTS

A. GENERAL

1. This chapter provides instructions and guidance necessary to route air and ocean export shipments to, from, and between locations in CONUS and **OCONUS**, to include Alaska, Hawaii, and overseas theater areas. The instructions and procedures established within this chapter are applicable in **OCONUS** to the extent that they do not conflict with procedures established by the theater **CINC**.

2. CONUS shipments to and from Canada and Mexico are covered in Chapter 202.

3. Procedures governing the movement of hazardous and other regulated material are in Chapter 204.

4. Procedures governing the movement of SECRET, CONFIDENTIAL, controlled cryptographic items (**CCI**), and sensitive material are detailed in Chapter 205.

B. POLICY

1. **Shipment Planning**. TOS will plan, prepare, and document shipments in accordance with DoD Regulation 4500.32R, Military Standard Transportation and Movement Procedures (**MILSTAMP**), Volume I, Chapter 2, Section B.

2. Intermodal Surface Containers.

a. Movement of cargo in containers (**SEAVANS** and **MILVANS**) is the preferred method for shipping DoD-sponsored export cargo. Maximum benefits can be derived by the government when cargo is shipped in containers at or near the supply source and delivered directly to the ultimate user. Procurement bid evaluations, stockage, criteria, requisition order quantities, and shipment planning should take into account source stuffing of containers whenever container service is available and overall distribution costs are favorable. When cargo is not sufficient at source for container stuffing, it can be forwarded to a consolidation and containerization point (**CCP**), or shipped to a military ocean terminal as directed by the routing authority, as prescribed by DoD 4500.32R, **MILSTAMP**, Volume I, Appendix J.

b. The primary objective is to obtain maximum efficiencies from use of container service at the **lowest** overall cost to the government, while meeting cargo delivery requirements. Shipping activities should stuff each container, to the maximum extent possible, taking into account such factors as cargo hold time, single or multiple consignee **delivery, configuration** and density of cargo and availability of **specific** size containers. Additional operational guidelines are contained in MTMC pamphlet 55-13. Copies can be obtained from Commander,

HQ MTMC, Attn: Assistant Deputy Chief of Staff for Operations, MTOP-OS, 5611 Columbia Pike, Falls Church VA 22041-5050.

c. Information on the use, management, and control of containers maybe found in DoD Regulation 4500.XX-R, Management and Control of Intermodal Containers (Volume I).

3. Use of Consolidation and Containerization Points (CCPs).

a. The inland movement of export cargo to a CCP does not require the submission of an Export Traffic Release Request (ETRR), but will be routed in accordance with Chapter 202.

b. Only cargo meeting the criteria prescribed for each CCP is authorized to be routed to the CCP for containerization.

C. SHIPMENT PROCEDURES

1. General. The procedures in this paragraph establish overall guidance for a TO or other responsible authority to prepare and submit movement requirements of export cargo to the designated clearance authority.

2. Ocean Shipments. The booking authority for ocean shipments is assigned to MTMC. All ocean movements require an Export Traffic Release (ETR) from the designated MTMC clearance authority. Shippers will submit export cargo requirements via ETRR to designated Ocean Cargo Clearance Authority (OCCA) or Ocean Cargo Booking Office (OCBO) using data elements and formats set forth in Appendix U, Sections A and B. Export shipments will not be loaded or tendered to a line-haul carrier until an ETR is obtained. Overseas country requirements are contained in Status of Forces Agreements (SOFAS), established by the CINC and the Host Nation.

a. Shipments Requiring Submission of Export Traffic Release Requests (ETRRs), DD Form 1086.

(1) Containerized Cargo. Full containers (SEAVANs/MILVANs), including specialized equipment such as flat racks, moving under terms and conditions of an MSC contract/agreement or ocean carrier tariff.

(2) Noncontainerizable Cargo : Outsize/overweight items or other items for which containerization is not possible or practical. MILSTAMP, Volume I, Chapter 2, Section B, provides guidelines for routing low volumes of export shipments of noncontainerized cargo to CONUS ports without prior clearance.

(3) Special Category Cargo. Special category cargo (shipments in any quantity) is comprised of the following:

(a) Small arms.

(b) Munitions, explosives, poisons 6.1 or 2.3, radioactive materials, or other HAZMAT as defined in 49 CFR, except those radioactive materials which are declared exempt under 49 CFR and the International Maritime Organization/Dangerous Goods Code. See Chapter 204 for munitions and HAZMAT.

(c) Material classified SECRET or CONFIDENTIAL, refer to Chapter 205 for further guidance.

(d) Narcotics and drug paraphernalia.

(e) Perishable biological material.

(f) Temperature controlled cargo.

b. MTMC is the Ocean Cargo Clearance Authority (OCCA) and books DoD-sponsored shipments and passengers worldwide for ocean movement within the DTS. Ocean Cargo Booking Offices (OCBOs) are designated by MTMC. In the CONUS, MTMC is the single water clearance authority (WCA) and controls the movement of export/import cargo through water terminals. In OCONUS, the theater commander designates WCAS in coordination with MTMC. Shippers may use DoD 4500.32-R, MILSTAMP, Appendix J, to select appropriate clearance authority. It lists clearance authorities, and OCBOS, located throughout the world. They are separated by mode, i.e., air and water, as well as location.

c. Submission of ETRR (DD Form 1086)/Export Cargo Offering.

(1) When required, TO will submit export cargo requirements to the designated clearance activity in ETRR format using data elements and formats established in this chapter. Requirements submitted in this manner will be cleared by an ETR as outlined in paragraph 2.c., below.

(a) Noncontainerized Cargo. Prepare and submit data required by Appendix U, Section C in the format prescribed in Appendix U, figure U-1, or other formats as may be prescribed by theater CINC.

(b) Containerized Cargo. Prepare and submit data required by Appendix U, Section D, in the format prescribed in Appendix U, figure U-3, or other format as may be prescribed by theater CINC.

(c) Special Category Cargo. Prepare and submit data using format prescribed for containerized and noncontainerized, as applicable.

d. Issuance of ETR.

(1) ETR will be provided to the TO within 3 working days from time of receipt at the OCCA. If for any reason the clearance authority cannot issue cargo clearance within the 3 working days, then the clearance authority shall advise the offeror of reasons for the delay and estimated time when it will be cleared using format in Appendix U, Section F. Any shipments, . available 10 or more days in advance will be cleared not later than the shipper-established lead time necessary to ensure processing and transit to the port.

(2) Format for ETRs will be as shown in the sample ETR messages for **containerizable** and **noncontainerizable** shipments in Appendix U, figures U-2 and U-4. Appendix U, Section E, contains an explanation of the additional data elements (**R56**) used for container shipments.

(3) The clearance authority will transmit an ETR to the requesting activity, normally by the same means of communication used for submission of the ETRR.

(4) Shipments covered by separate ETRs will not be combined without prior approval from the clearance authority. When approval is received, enter all ETR reference numbers on GBL, if appropriate.

(5) Cancellations of ETRs will be promptly reported to the clearance authority using format in Appendix U, Section G.

(6) Increases/decreases in cargo volume that do not impact the number/type/size containers booked with ocean carriers do not need approval from the clearance authority. No other deviation from the ETR clearance instructions is permitted without prior coordination and approval by the clearance authority.

e. preparation and Transmission of Transportation Control and Movement Document (TCMD) Data. Advanced Transportation Control and Movement Document (**ATCMD**) and TCMD data will be prepared and transmitted for all export surface cargo, as prescribed in MILSTAMP, Volume I, Chapter 2, Section B.

f. Use of CBL and GBL . Shipments moving under commercial tariffs and tenders of service require a GBL prepared in accordance with Chapter 206.

3. Air Shipments.

a. General. AMC-arranged/operated/negotiated **airlift** will be utilized unless the TO documents negative critical mission impact justify non-usage (Standard documents to be used are being developed.) In the event of critical mission needs, use the following order of precedence:

(1) Contracted airlift or Civil Reserve Air Fleet (**CRAF**) carriers.

- (2) Other **CRAF** earners.
- (3) DoD-approved U.S. flag carriers.
- (4) DoD-approved foreign flag carriers.
- (5) Non-DoD approved carriers.

b. Shipping Procedures .

(1) AMC. Prior to forwarding a shipment to military air terminal, TO will submit ATCMD data to appropriate Airlift Clearance Authority (**ACA**) identified in MILSTAMP, Volume I, Appendix J. Clearance authorities must clear or challenge the movement request in accordance with Service challenge criteria, If challenged, the requisitioner must then justify the airlift requirement. In addition, shippers will coordinate special and outsized cargo requiring special MHE, storage, or handling prior to delivery to the APOE in accordance with the Transportation Facilities Guide (**TFG**). In the absence of the TFG guidance, coordination must be accomplished at least 72 hours prior to delivery. Coordination of short-notice requirements must be accomplished as soon as possible. NOTE: This requirement applies to shipments originating at both CONUS and overseas **APOEs** or air terminals.

(a) **APOE/APOD** maybe obtained from AMC Sequence Listing for Channel Traffic.

(b) Green sheet procedures may be used to increase movement precedence over all other categories of the requesting service. Contact the clearance authority for validation of green sheet requests.

(c) Requests for Special Assignment Airlift Missions (**SAAMs**) should be routed via the Service validator to HQ **AMC/TACC**, Scott AFB IL 62225. See Appendix C for SAAM request format and instructions.

(d) Use of deferred air **freight/TP-4** service is encouraged. Refer to either MILSTAMP, the clearance authority, or AMC aerial port for availability and procedures.

(2) DoD International Tenders . Prepare documentation in accordance with applicable tenders, which can be obtained by contacting MTMC or carrier.

(a) International Small Package is for international shipments under 150 pounds.

(b) International Heavy Weight ~~is~~ for international shipments over 150 pounds.

(c) Special (One-Time-Only) is for international shipments with special requirement.

(3) Commercial Air. Prepare a CBL or GBL in accordance with Chapter 206 of this Regulation.

c. AMC Channel Service . AMC channel service is provided to DoD activities worldwide. This service is performed between CONUS and overseas theaters, between overseas theaters, and within overseas theaters. Two types of channel service are available:

(1) Requirements channels . The amount and type of airlift provided is determined by the quantity of traffic generated.

(2) Frequency channels. A frequency channel is established when traffic requirements do not provide the desired minimum amount of service. Frequency channel airlift is validated and requested by the CINC or Service Headquarters on the basis of operational necessity for support of a mission sensitive area or for morale purposes to remote areas.

(a) Mission sensitive areas include safe movement of classified material, Military Assistance Program (MAP) support, or locations where service is required on a national interest basis.

(b) Morale purposes include movement of mail, personnel on leave, subsistence items, and other requirements in support of remote locations where alternative modes of transportation are not available.

(c) Since frequency channels are based on a schedule regardless of the amount of cargo being moved, the Service who validated the frequency channel will be billed by DBOF-T when HQ AMC weight goals are not achieved.

d. How AMC Channels Are Established, Suspended, or Canceled .

(1) Requests for establishing an AMC channel by theater **CINCs**, Services, or DLA will be sent to **USTRANSCOM/TCJ4-D**, 508 Scott Drive, Scott AFB IL 62225, and must include the following:

(a) Type of channel service required.

(b) Required starting date of service.

(c) Rationale for requesting AMC channel service instead of using other transportation sources.

‘(d) Total monthly movement requirements in terms of number of passengers or tons of cargo. - Identify **oversize**, outsize, or hazardous requirements.

(2) USTRANSCOM/TCJ4-D will:

(a) Determine other **CINC**, Service, and DLA requirements over the proposed channel.

(b) Request **AMC** to determine the following:

1 Proposed operating concept.

2 Adequacy of support resources at en route points and ports of embarkation and debarkation.

3 Diplomatic, political, and country clearance considerations, as appropriate.

4 Impact on existing **AMC** channel structure.

5 Impact on **AMC** allowable cabin load (**ACL**) use.

6 Impact on Defense Business Operations Fund-Transportation (**DBOF-T**) to include the cost of providing the service, revenue obtained based on forecasted requirements, and comments relating to the **DBOF-T** deficit when **AMC** **ACL** standards are not obtained.

(c) Notify **CINC**s, Services, and DLA of the results of channel request actions to include:

1 **DBOF-T** cost and revenue data on channel request.

2 Approval or disapproval of request and give reasons for disapproval.

(3) Suspending Channel Service. The **CINC**s, Services, or DLA requesting suspension of a channel must provide adequate information to permit evaluation. After coordinating with **CINC**s, Services, and DLA, USTRANSCOM suspends the channel. If a request for resumption of channel service is not received within 6 months, the channel will be canceled.

(4) Canceling a Channel. The **CINC**s, Services, and DLA requesting cancellation of a channel must provide adequate information to permit evaluation. After coordinating with the **CINC**s, Services, and DLA, USTRANSCOM cancels the channel. Channel service is canceled if it is determined that no significant requirements will generate for the channel within the next year. ---

e. AMC Frequency Channels . Theater **CINCs**, Services, and DLA will conduct yearly reviews of all frequency channels. USTRANSCOM will modify, suspend, or cancel service on channels identified by the **CINCs**, Services, or DLA. AMC will provide costs for each channel to the **CINCs**, Services, and DLA.

f. Establishing Rates for Approved Channels . Upon approval of a channel, AMC will , - develop and forward proposed tariff rates for the approved channel to USTRANSCOM/TCJ4-D for subsequent submission to the Office of the Secretary of Defense (**OSD**) for approval. Until proposed tariff rates are approved, charges are determined according to AFR 76-11.

g. Sequence Listing for Channel Traffic . HQ **AMC/TACC** will prepare and distribute a listing of all channels. The listing will be published on a yearly basis and will be updated as needed. The listing will contain the following information:

(1) Channel code.

(2) Channel name.

(3) Type of traffic authorized for movement over the channel, for example, **(A)-Air** Evacuation, **(P)-Passenger**, and **(C)-Cargo**.

(4) Tariff rates for passengers and cargo.

(5) Frequency channels and approved frequencies.

(6) Identity of the supporting **CINC**, Service, or DLA which justified the frequency channel.

h. Deferred Air Freight Shipments (TP-4) . TP-4 cargo is non-air eligible cargo (**TP-3**) which would otherwise move by surface and which is transported by AMC at **surface-**equivalent rates. The goal of the **TP-4** program is to maximize aircraft utilization. HQ **AMC TACC/TRKI** establishes TP-4 allocations (**CONUS inbound/CONUS** outbound) on a quarterly basis. The TP-4 allocations are provided as a planning factor only and should not be interpreted as a **firm** commitment. Actual capability for TP-4 movement is determined by **port** managers using a combination of the published excess space estimates, individual port processing constraints, historical utilization, and known future uncommitted space. AMC will attempt to **move TP-4** as expeditiously as possible to meet **TP-3 UMMIPS** standards. AMC will provide the Service ACAS space and weight allocations each month. TP-4 cargo will move on a “**first in-first out**” basis. AMC will annually publish **TP-4** rates between CONUS and overseas points.

i. Denton Amendment Humanitarian Program . The Denton Program allows DoD to provide space available transportation of humanitarian cargo at little or no cost to the donor, provided the donor demonstrates that there is a legitimate humanitarian need for the supplies by the people for whom they are intended, that the supplies will in fact be used for humanitarian purposes, and that the beneficiaries are capable of using the donated commodities safely. The

Office of Assistant Secretary of Defense for Humanitarian and Refugee Affairs (OASD/HRA) and U.S. State Department/Agency for International Development (AID) accepts and approves all applications from donors. HQ AMC TACC/TRKIR works directly with HRA (Global Affairs) in providing appropriate Transportation Control Numbers (TCNs) and obtaining approval for a designated Aerial Port of Embarkation (APOE). TACC/TRKIR will occasionally coordinate movement. AID POC address is as follows: Department of State, Agency for International Development, Attn: Denton Program Officer, 1515 Wilson Blvd, 7th Floor, Suite 712, Arlington VA 22209, Com'l Phone: (703) 351-0181

D. TRANSSHIPPER AND RECEIVER

MILSTAMP, Volume I, Chapters 3 and 4, respectively, set forth the responsibilities for transshipper and receiving activities.

E. AGRICULTURAL INSPECTIONS

The Federal Government, through the Plant Pest Act (Public Law 85-36), prohibits the introduction of any animal, plant, or material into the U. S., which is considered harmful to U.S. agriculture. DoD Directive 4500.9, Transportation and Traffic Management, requires that the DoD Components prevent the introduction of rodents, arthropod vectors of human disease, snails, termites, and other agricultural and animal pests and soil capable of harboring plant pests and animal disease organisms that may be in retrograde cargo from entering the United States, its territories, and possessions. SECNAVINST 6210.2A/AR 40- 12/AFR 161-4, quarantine Regulations of the Armed Forces, 24 Jan 92, directs the armed forces to comply with applicable regulations published by other federal agencies governing the movement of diseases, pest, wildlife, and arthropod vectors. The DoD executive agent for customs advised theater CINCS of their responsibility for compliance with these regulations and for issuance and enforcement of such directives and instructions as may be required to meet special and unusual conditions such as the gypsy moth in Europe and the Brown Tree Snake in the Pacific.

F. JOINT MUNITIONS TRANSPORTATION COORDINATING AGENCY (JMTCA)

1. The Commander, Headquarters U.S. Army Industrial Operations Command (IOC), will establish and operate a JMTCA which will:

a. Develop procedures to receive sealift export munitions requirements. This includes munitions under the Single Manager for Conventional Ammunition (SMCA) and DoD Component-unique munitions or non-SMCA munitions.

b. Plan vessel load requirements in conformance with the scheduled ocean vessel load(s).

c. Provide DoD Component National Inventory Control Point (NICPs) and TOS with in-transit data and maintain control of munitions.

d. Coordinate with DoD Component **NICPs** and TOS, any required actions which may affect implementation of previously coordinated or future shipment schedules.

e. Coordinate with DLA Director, JMTCA, and **NICPs** regarding implementation of procedures for shipments from production sources under the authority of Defense Contracting Management Command (**DCMC**).

f. Receive annual forecasts of export (both CONUS and **OCONUS**) munitions requirements. Request detailed movement data from each service twice a year.

g. Monitor the output of **all** production and storage sites and report any changes that will affect shipment planning to the appropriate **NICP** and JMTCA.

h. Receive all export munitions shipment requirements.

i. Consolidate munitions requirements into shipload quantities and prepare ETRR for submission to MTMC using the Fast Release for Ammunition System. DoD Component **NICPs** and TOS will be information addressees on such submissions.

j. Inform MTMC of the desired on -berth date.

k. Establish, in conjunction with MTMC and TOS, a schedule for each approved shipment requirements plan. This will be developed and coordinated with MTMC to meet the munitions port delivery date. The schedule will be provided to MTMC, ports, TOS, and DoD Component **NICPs**.

l. Monitor all shipments until lifted aboard vessel. Advise **NICPs**, **TOs/receivers**, and requisitioners of changes to ship planning messages and prepare a final REPSHIP message which informs all concerned of munitions loaded onto the ocean vessel.

m. Provide MTMC with combined DoD Component's forecasts of all DoD munitions shipment requirements, annually.

n. Advise **NICPs** and TOS when economical sealift cannot be provided for particular shipment requirements.

2. The DoD Component /NICP will:

a. Identify export shipment requirements and forward, as appropriate, to the **JMTCA** for ocean vessel consolidation.

b. Provide TO(s), commercial carrier(s), and/or Sea Port Of Embarkation(s) (**SPOEs**) any technical information concerning the transportability requirements of munitions managed by the respective **NICP**.

- c. Include JMTCA as an information addressee on all export REPSHIPS.
- d. Advise **JMTCA** when an export shipment is delayed at origin or en route, when known.
- e. When required by the DoD Components, submit export shipment request to the - JMTCA for shipment planning actions.
- f. Provide FMS notice of availability (NOA) to freight forwarder and a copy to **JMTCA**.
- g. Provide yearly forecasts of munitions requirements and semi-annual updates to the **JMTCA**.
- h. Monitor shipments, as necessary, until lifted aboard vessel.

G. FOREIGN MILITARY SALES (ITNIS) SHIPMENTS

Appendix V outlines provisions for FMS shipments moving under a GBL or collect CBL. DoD 51 OO.38-M, Security Assistance Manual, Section 80206, and DoD 4500.32-R, MILSTAMP, Volume I, Appendix K, contain additional information on the movement of FMS material.

H. FORECASTING CARGO REQUIREMENTS

Service and agency headquarters are required to submit long-range requirements for surface cargo movements and both short- and long-range requirements for air cargo movements. Submission procedures are detailed in Appendix W.